

BIRMINGHAM REGIONAL PARATRANSIT CONSORTIUM d/b/a CLASTRAN

ADDENDUM NO. 1

RFP No. 2026-01

Vehicle Maintenance and Repair Services

Issue Date: September 3, 2026

Original RFP Issue Date: August 14, 2026

Proposal Due Date: September 14, 2026, by 5:00 p.m. Central Time

PURPOSE OF ADDENDUM

This Addendum No. 1 is hereby made part of RFP No. 2026-01, Vehicle Maintenance and Repair Services.

This Addendum provides ClasTran's responses to timely written questions received by the August 28, 2026 deadline and makes certain clarifications and amendments to the RFP.

ClasTran received eighteen timely written questions. For clarity, the questions have been renumbered sequentially below while retaining the subject-matter groupings of the submission.

Except as expressly modified by this Addendum, all terms, conditions, requirements, dates, and provisions of RFP No. 2026-01 remain unchanged.

In the event of a conflict between this Addendum and the original RFP, this Addendum shall control.

Proposers must acknowledge receipt of this Addendum on Attachment F — Addendum Acknowledgment Form included with the original RFP.

PART I — RESPONSES TO WRITTEN QUESTIONS

Contract Structure, Volume, and Financials

Question 1

What is ClasTran’s estimated total annual contract value, for purposes of determining which Attachment D federal thresholds (\$25,000 / \$100,000 / \$150,000) actually apply?

Response: ClasTran’s Independent Cost Estimate for the overall initial-year procurement is approximately **\$213,500**. This amount is an estimate for procurement-planning purposes and does not represent a guaranteed contract amount, minimum purchase commitment, or guaranteed amount of work to any contractor.

ClasTran may make one or multiple awards under this RFP. If multiple awards are made, the \$213,500 overall procurement estimate should not be interpreted as the anticipated value of any individual resulting contract. Actual expenditures and work assignments will depend on maintenance and repair needs, authorized work, the proposals received, and the award structure selected by ClasTran.

For proposal purposes, where applicability of a federal requirement depends on a dollar threshold, proposers should assume that the applicable threshold may be reached. See also the response to Question 7 below.

Question 2

Is there any flexibility on the contract start date following award, to allow time to develop the implementation plan — including scheduling/route coordination and communication/documentation setup?

Response: Yes. October 1, 2026 is the anticipated contract start date. The actual contract start date will be established following completion of the evaluation and award process, required approvals, contract execution, and issuance of a written Notice to Proceed. ClasTran will work with the selected contractor(s) on reasonable implementation activities necessary for service commencement.

See Part II of this Addendum for an amendment to Section 9 of the RFP.

Question 3

If multiple contractors are awarded, how will work be allocated or rotated among them (by category, geography, vehicle type, or contractor availability)? Is there a target split?

Response: ClasTran has not established a target percentage or guaranteed allocation of work among contractors if multiple awards are made. As stated in Section 15 of the RFP, work may be assigned based on factors including the nature of the repair, vehicle location, contractor availability, pricing, turnaround time, specialty capability, mobile-service capability, pickup/delivery or transport capability, warranty considerations, past performance, and ClasTran’s operational needs and best interest.

ClasTran may rotate work among awarded contractors where practical but does not guarantee any minimum volume or percentage of work to any contractor.

Question 4

What are ClasTran’s standard payment terms (e.g., Net 30) for the monthly consolidated billing statement, and is there a credit limit on the charge account?

Response: ClasTran intends to establish a charge account with the selected contractor(s) and receive consolidated monthly billing, as described in Sections 8 and 22 of the RFP. The RFP does not establish a specific Net payment term or predetermined credit limit. Final payment terms and any applicable account or credit arrangements will be addressed in the resulting contract or account setup with the selected contractor(s), subject to ClasTran’s invoice review and approval requirements. ClasTran will not make advance payments.

Question 5

Is there an incumbent contractor currently performing this work, and if so, can historical volume, spend, or performance data be shared for benchmarking purposes?

Response: ClasTran does not currently have a single incumbent contractor performing the full scope of services contemplated by this RFP. ClasTran has historically utilized maintenance and repair providers on an as-needed basis for various fleet maintenance services.

For proposal-planning purposes, ClasTran has provided the historical workload information stated in Section 5 of the RFP, including approximately 812,000 fleet miles annually and approximately 350 vehicle maintenance work orders or service events annually. Historical expenditures vary based on vehicle condition, repair needs, warranty coverage, service type, and vendor utilization and should not be interpreted as a forecast or guarantee of future contract volume. ClasTran is not providing additional historical spend or vendor-performance benchmarking data as part of this Addendum.

Bonding and Federal Compliance Clauses

Question 6

Does ClasTran require a bid bond, performance bond, or payment bond for this procurement? If so, in what amount, and is a Letter of Credit an acceptable alternative?

Response: No. ClasTran does not require a bid bond, performance bond, or payment bond for the maintenance and repair services contemplated by this procurement. Accordingly, a Letter of Credit is not required as an alternative.

Question 7

Which specific Attachment D federal clauses does ClasTran consider applicable to this service contract — in particular Bus Testing, Buy America (rolling stock), Cargo Preference, Fly America, Davis-Bacon/Copeland Anti-Kickback, and Seismic Safety?

Response: Attachment D is an ALDOT/FTA federal clauses and certifications package. Not every provision contained in Attachment D applies to every resulting contract. Applicability depends on factors including the type and scope of services awarded, source of funding, value of the resulting contract, and applicable statutory and regulatory requirements.

ClasTran's Independent Cost Estimate for the overall initial-year procurement is approximately \$213,500. However, ClasTran may make one or multiple awards, and no minimum amount of work is guaranteed to any contractor. The overall procurement estimate therefore should not be interpreted as the anticipated value of each resulting contract. For proposal purposes, because the value of any individual resulting award cannot be determined in advance, proposers should assume that applicable federal dollar thresholds may be reached and should treat threshold-based provisions in Attachment D as potentially applicable.

For the provisions specifically identified in the question:

- **Bus Testing:** Not applicable to the current scope. This RFP does not involve the acquisition of buses or other rolling stock.
- **Buy America — Rolling Stock:** Not applicable to the current scope because this RFP does not involve the acquisition of buses or other rolling stock. Separate domestic-preference requirements applicable to federally assisted purchases of parts, materials, manufactured products, or other items remain applicable to the extent required by federal law and the applicable funding award.
- **Cargo Preference:** Applicable when the circumstances specified by the federal requirement are present, including where transportation of equipment, materials, or commodities by ocean vessel is involved. ClasTran does not presently anticipate ocean transportation under this procurement.
- **Fly America:** Applicable when qualifying federally funded international air transportation is involved. ClasTran does not presently anticipate such transportation under this procurement.
- **Davis-Bacon Act / Copeland Anti-Kickback Act:** Not applicable to the maintenance and repair services presently contemplated by this RFP because the procurement does not include construction work.
- **Seismic Safety:** Not applicable to the presently contemplated scope because this RFP does not involve construction of a new building or an addition to an existing building.

All other provisions in Attachment D remain applicable to the extent required by their respective terms. Proposers should complete and submit the certifications and representations in Attachment D that may apply to the services proposed, assuming for proposal purposes that applicable dollar thresholds may be reached. To ensure that applicable federal requirements are not inadvertently omitted, ClasTran may conservatively include in any resulting contract federal clauses that may be applicable based on the contract's value, scope, funding source, or other governing requirements. Inclusion of a federal provision does not alter the statutory or regulatory conditions governing its actual applicability.

Question 8

Is there a contract-specific DBE participation goal for this solicitation, or does the general DBE nondiscrimination policy apply without a numeric goal?

Response: There is no contract-specific numeric DBE participation goal established for this solicitation. Proposers remain subject to the applicable DBE, nondiscrimination, small-business, reporting, and flow-down requirements stated in the RFP and Attachment D.

Scope, Facilities, and Technical Fit

Question 9

Is there available bay space at ClasTran's facilities for mobile technicians to perform work inside or under cover?

Response: ClasTran does not have usable indoor or covered maintenance bay space available for contractor use at either the Tarrant or Pelham operating location. Mobile/on-site service should therefore be planned as outdoor service, subject to appropriate safety, weather, space, environmental, and operational conditions. Proposers should identify any site requirements or limitations applicable to the mobile services they propose.

Question 10

Is there a requirement on the contractor's facility to be located within a specific distance of the Tarrant and/or Pelham locations, or is that left to the proposer's discretion?

Response: The RFP does not establish a specific maximum distance between a contractor's facility and ClasTran's Tarrant or Pelham operating locations. Proposers should identify each facility they propose to use for this contract and the approximate distance and normal travel time from each proposed facility to both ClasTran operating locations, as required by Section 12.6.

A proposer may identify multiple facilities. In evaluating proposals, ClasTran may consider facility location and the services available at each location to the extent those factors affect the published evaluation criteria, including mobile/on-site service capability, pickup/delivery or transport capability, response capability, vehicle downtime, and disruption to revenue service.

If multiple contracts are awarded, ClasTran may also consider vehicle location and the proximity and capability of an awarded contractor's applicable facility when assigning particular work, consistent with Section 15 of the RFP.

Question 11

Given the RFP's stated preference for mobile/on-site service, would a proposal built around a smaller fixed shop supplemented heavily by mobile service be viewed as competitively as one with a larger full-service facility, or does ClasTran expect a certain minimum shop capacity regardless of mobile capability?

Response: ClasTran does not require a specific minimum shop size, number of service bays, or fixed-facility capacity beyond what is reasonably necessary for the services a proposer offers. A proposal emphasizing mobile/on-site service may be competitive with a proposal centered on a larger fixed facility, provided the proposer demonstrates the capacity, staffing, equipment, response times, documentation, and other capabilities necessary to successfully perform the services proposed.

Proposals will be evaluated using the published evaluation criteria in Section 14, as clarified by this Addendum. The breadth of maintenance and repair services offered may be considered as part of the service-capability evaluation. Proposers should clearly identify any facility or service limitations and explain how mobile service, fixed-shop service, pickup/delivery, subcontractors, or other resources will be used to meet ClasTran's operational needs.

Question 12

Does ClasTran have historical data on the annual volume of wheelchair lift/ramp work and dual-fuel/propane-specific work, to help size staffing and certification investment?

Response: ClasTran does not have sufficiently reliable historical data to provide an annual volume of wheelchair-lift repair work or dual-fuel/propane-specific maintenance and repairs for proposal-planning purposes.

As reflected in Attachment A of the RFP, ClasTran's current fleet consists of 21 vehicles, all equipped with wheelchair lifts, including seven dual-fuel gasoline/LP Gas vehicles.

Wheelchair-lift preventive maintenance is required at least every 750 lift cycles or once every six months, whichever occurs first. Additional lift maintenance or repairs are performed as conditions are identified.

Propane has not been used consistently throughout the historical period, and ClasTran resumed regular propane use in April 2026. Accordingly, historical propane-specific maintenance volume would not provide a reliable basis for projecting future workload.

Proposers should use the fleet information, preventive-maintenance intervals, and certification requirements provided in the RFP when determining the staffing and technical capacity necessary for the services they propose.

Question 13

Will ClasTran share its current Fleet Maintenance Program and Vehicle Maintenance Work Order/Authorization procedures before proposals are due, since the RFP states those documents control over the RFP itself in case of conflict?

Response: No. ClasTran is not including its complete internal Fleet Maintenance Program or Vehicle Maintenance Work Order / Authorization procedures with this Addendum. The RFP contains the maintenance standards, preventive-maintenance intervals, authorization requirements, documentation requirements, and other information necessary for proposers to prepare their proposals.

ClasTran's Fleet Maintenance Program and internal maintenance procedures are administrative and operational documents that may be revised by ClasTran during the contract term. Current applicable procedures and forms will be provided to the selected contractor(s) as necessary for contract performance.

For purposes of this procurement and any resulting contract, the RFP, written addenda, and executed contract will control with respect to the scope of contracted services, pricing, contractor responsibilities, contractual obligations, and other procurement-specific or material contract terms.

See Part II of this Addendum for amendments to Section 6.1 and Attachment G of the RFP.

Question 14

What response time does ClasTran consider acceptable for routine, priority, and emergency mobile-service requests, to help calibrate proposed service-level commitments?

Response: The RFP does not establish fixed elapsed response times for routine, priority, and emergency mobile-service requests beyond the performance standards stated in Section 21.

Section 21 requires acknowledgment of routine service requests within one business day and urgent or emergency requests as soon as practical. It also requires the contractor to begin diagnostics or provide an appointment or response plan within one business day after receiving the vehicle or an authorized mobile-service request, unless otherwise agreed.

Proposers should provide realistic response-time commitments for routine, priority, and emergency mobile service based on their staffing, location, mobile-service capacity, service hours, and the services proposed. Mobile-service response times accepted by ClasTran will become applicable performance standards under the resulting contract and will be considered under the published service-capability evaluation criterion.

Cooperative Use by Other Agencies

Question 15

Has ClasTran gauged actual interest from the listed human-service agencies (Glenwood, ARC of Central Alabama, Kid One, Collat Jewish Family Services, United Ability, and Exceptional Foundation) in using this contract, or is participation purely speculative at this stage?

Response: ClasTran did not independently solicit or gauge interest from the individual agencies identified in the RFP. The Regional Planning Commission of Greater Birmingham (“RPCGB”), which serves as the direct recipient of FTA Section 5310 funds in the Birmingham area and manages Section 5310 subrecipient agencies, approached ClasTran regarding structuring this procurement so that eligible Section 5310 subrecipients could have the option to utilize a resulting contract.

Participation by any individual agency remains entirely optional. ClasTran is not representing or guaranteeing that any listed agency will use a resulting contract or that any particular volume of work will result from cooperative use. Proposers should not assume any minimum vehicle count, service volume, revenue, or work assignment associated with participating agencies when preparing their proposals.

Any agency electing to use a resulting contract remains subject to the requirements described in Section 15.1 of the RFP, including its own funding, approvals, procurement requirements, contract execution, service needs, and written authorization.

Question 16

If a participating agency elects to use the contract, would that agency negotiate its own service terms/turnaround directly with the contractor, or would ClasTran’s negotiated terms simply extend as-is?

Response: A participating agency electing to use a resulting contract would administer its own work directly with the awarded contractor, including issuing its own authorization or Notice to Proceed, scheduling service, authorizing repairs, reviewing invoices, making payment, maintaining records, and addressing agency-specific operational needs.

The competitively established pricing and material contract terms awarded under this RFP are intended to remain the basis for cooperative use. Agency-specific scheduling, turnaround coordination, work-order procedures, points of contact, invoicing arrangements, and similar administrative details may be established between the participating agency and the contractor, provided they remain consistent with the resulting contract and applicable procurement requirements.

Any proposed material change to competitively established pricing, scope, or other material contract terms would be subject to the participating agency's applicable contractual, procurement, funding, and approval requirements.

Documentation and Systems

Question 17

What fleet-management or accounting system does ClasTran currently use or plan to use, and is there a required data format or template for electronic work orders, inspections, and invoices?

Response: ClasTran does not currently use a dedicated fleet maintenance management system, and no specific future fleet maintenance platform has been selected.

The RFP does not require integration with any particular fleet-management or accounting software platform and does not prescribe a specific electronic template. Work orders, maintenance records, inspection documentation, invoices, and supporting records must contain the information required by Section 8, including the applicable ClasTran vehicle number on each invoice, and must be available electronically in PDF, spreadsheet, or another mutually acceptable format.

As stated in Section 12.14, proposers should identify the electronic formats they can provide, including any ability to export data for use in fleet-management software.

Question 18

For proposers offering only a subset of services (e.g., mobile PM only, or lift/ramp service only), how will the published evaluation criteria be applied or weighted?

Response: The published evaluation criteria will continue to total 100 points, and the existing point weights will remain unchanged. Section 14 is amended by this Addendum to clarify that the 25-point service-capability criterion includes the breadth of maintenance and repair services offered.

For a proposer offering only a specific service category or specialty, ClasTran will apply the published evaluation criteria to the services proposed and evaluate the relevant pricing, qualifications, capabilities, documentation approach, and past performance for that service category or specialty.

Under the 25-point service-capability criterion, ClasTran may consider both the proposer's capability within the scope offered and the breadth of services available to ClasTran, including the extent to which the proposer can reduce vehicle downtime, service disruption, reliance on multiple providers, and ClasTran staff time.

A broader or full-service proposal may therefore receive greater credit under the service-capability criterion when that broader capability provides greater operational benefit to ClasTran. Limited-scope and specialty proposals remain eligible for consideration, and ClasTran may make separate awards to specialty providers when their pricing, expertise, capability, availability, or other evaluated factors make such an award advantageous to ClasTran.

Nothing in the RFP requires ClasTran to obtain every category of maintenance or repair service from a single contractor.

PART II — AMENDMENTS TO RFP NO. 2026-01

Amendment 1 — Section 6.1, Relationship to ClasTran Fleet Maintenance Program

The first paragraph of Section 6.1 is deleted and replaced with the following:

The contractor shall perform applicable work in accordance with ClasTran’s Fleet Maintenance Program and Vehicle Maintenance Work Order / Authorization procedures as provided by ClasTran.

ClasTran’s Fleet Maintenance Program and Vehicle Maintenance Work Order / Authorization procedures govern ClasTran’s operational maintenance standards, processes, forms, workflows, recordkeeping requirements, and internal maintenance controls. ClasTran may revise these administrative and operational documents during the contract term.

In the event of a conflict, the RFP, written addenda, and executed contract shall control with respect to the scope of contracted services, pricing, contractor responsibilities, contractual obligations, and other procurement-specific or material contract terms.

Any revision to ClasTran’s Fleet Maintenance Program, work-order procedures, forms, workflows, or other internal maintenance procedures that materially changes the contractor’s scope of work, compensation, or other material contractual obligation shall be addressed through an appropriate written contract amendment or change order in accordance with Section 23 and applicable approval requirements.

Except as expressly amended above, all other provisions of Section 6.1 remain unchanged.

Amendment 2 — Section 9, Contract Term

The Initial Term provision in Section 9 is amended to read as follows:

Initial Term: One year beginning on the date established in ClasTran’s written Notice to Proceed, or, if no separate commencement date is established in the Notice to Proceed, the effective date stated in the executed contract.

October 1, 2026 remains the anticipated contract start date.

Except as expressly amended above, all other provisions of Section 9, including the renewal options and maximum three-year contract term, remain unchanged.

Amendment 3 — Section 14, Evaluation Criteria

The 25-point evaluation criterion currently stated as:

Mobile/on-site service capability, vehicle pickup/delivery or transport capability, emergency/after-hours support, and ability to reduce vehicle downtime and disruption to revenue service — 25 points

is amended to read:

Service capability, including breadth of maintenance and repair services offered; mobile/on-site service capability; vehicle pickup/delivery or transport capability; emergency/after-hours support; and ability to reduce vehicle downtime and disruption to revenue service — 25 points

The total available points and all other evaluation-criterion weights remain unchanged.

The paragraph following the evaluation table in Section 14 is amended to read:

Where a proposer offers only a specific service category or specialty, ClasTran will apply the published evaluation criteria to the services proposed and will evaluate the relevant pricing, qualifications, capabilities, and approach for that service category or specialty. Under the service-capability criterion, ClasTran may consider both the proposer’s capability within the scope offered and the breadth of maintenance and repair services available to ClasTran. Limited-scope or specialty proposals remain eligible for award in accordance with Sections 15 and 27.

Except as expressly amended above, all other provisions of Section 14 remain unchanged.

Amendment 4 — Attachment G, Preventive Maintenance and Inspection Summary

Attachment G remains in effect as a summary of ClasTran’s preventive maintenance and inspection requirements.

The paragraph beginning **“If any inconsistency exists...”** is replaced with the following:

For purposes of this procurement and any resulting contract, Section 6 of the RFP, written addenda, and the executed contract shall control with respect to the scope of contracted services, pricing, contractor responsibilities, contractual obligations, and other procurement-specific or material contract terms. ClasTran’s Fleet Maintenance Program and Vehicle Maintenance Work Order / Authorization procedures govern applicable operational maintenance standards, processes, forms, workflows, recordkeeping requirements, and internal maintenance controls.

The final paragraph of Attachment G is replaced with the following:

The selected contractor shall comply with ClasTran’s applicable maintenance standards, maintenance procedures, inspection forms, and ALDOT-approved requirements provided by ClasTran during the contract term. ClasTran may revise administrative and operational maintenance procedures during the contract term. Any revision that materially changes the contractor’s scope of work, compensation, or other material contractual obligation shall be addressed through an appropriate written contract amendment or change order in accordance with Section 23 and applicable approval requirements.

Except as expressly amended above, all other provisions of Attachment G, including all preventive maintenance and inspection intervals, remain unchanged.

NO OTHER CHANGES

Except as expressly stated in this Addendum No. 1, all provisions of RFP No. 2026-01 remain unchanged.

The proposal deadline remains:

September 14, 2026, by 5:00 p.m. Central Time

Proposers are responsible for acknowledging receipt of this Addendum on Attachment F — Addendum Acknowledgment Form.

Issued by:

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END OF ADDENDUM NO. 1